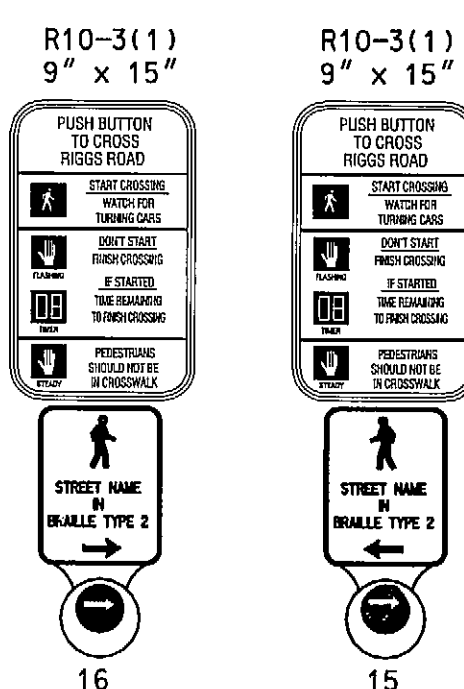
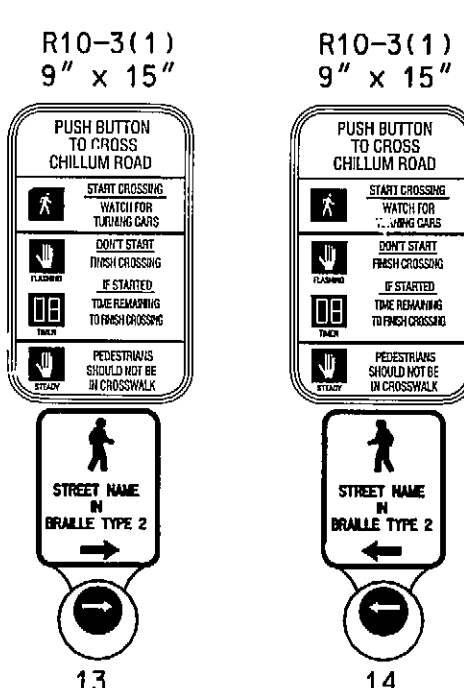


MD 212 (RIGGS ROAD) IS
CONSIDERED TO RUN IN A
NORTH-SOUTH DIRECTION

PROPOSED SIGNS

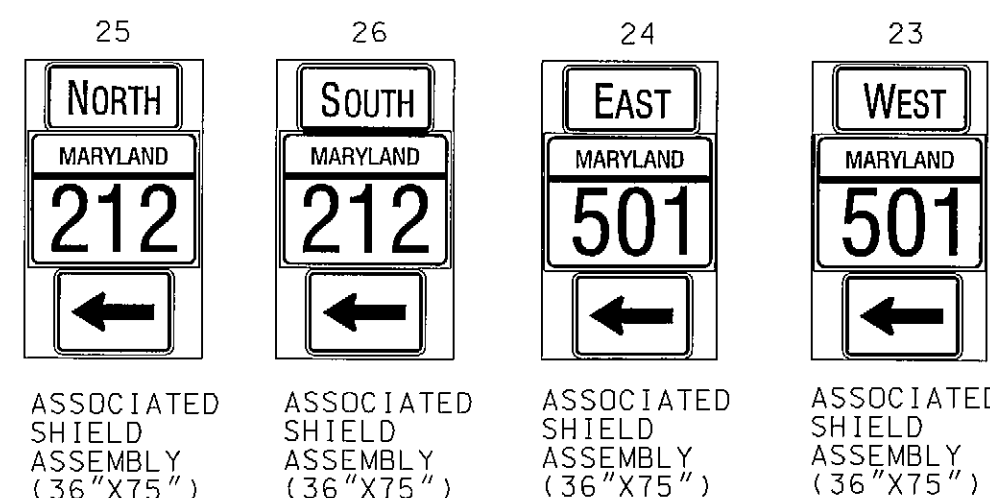


RIGGS ROAD



CHILLUM ROAD

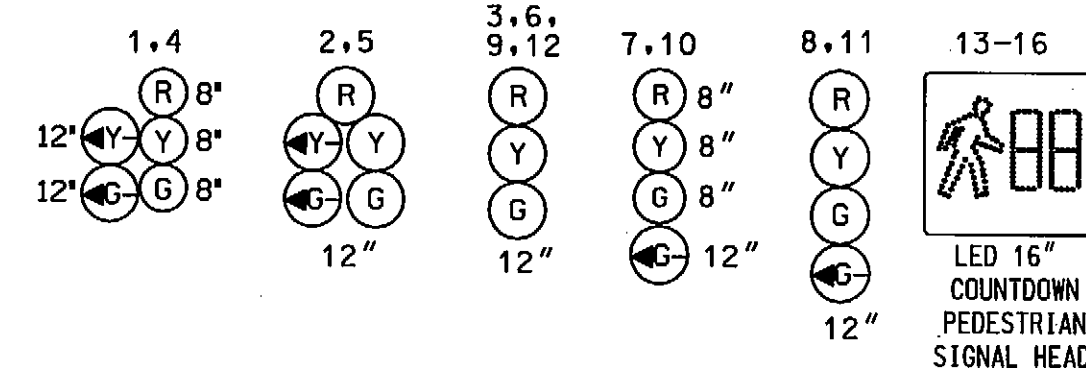
EXISTING SIGNS



EXISTING SIGNS
TO BE REMOVED

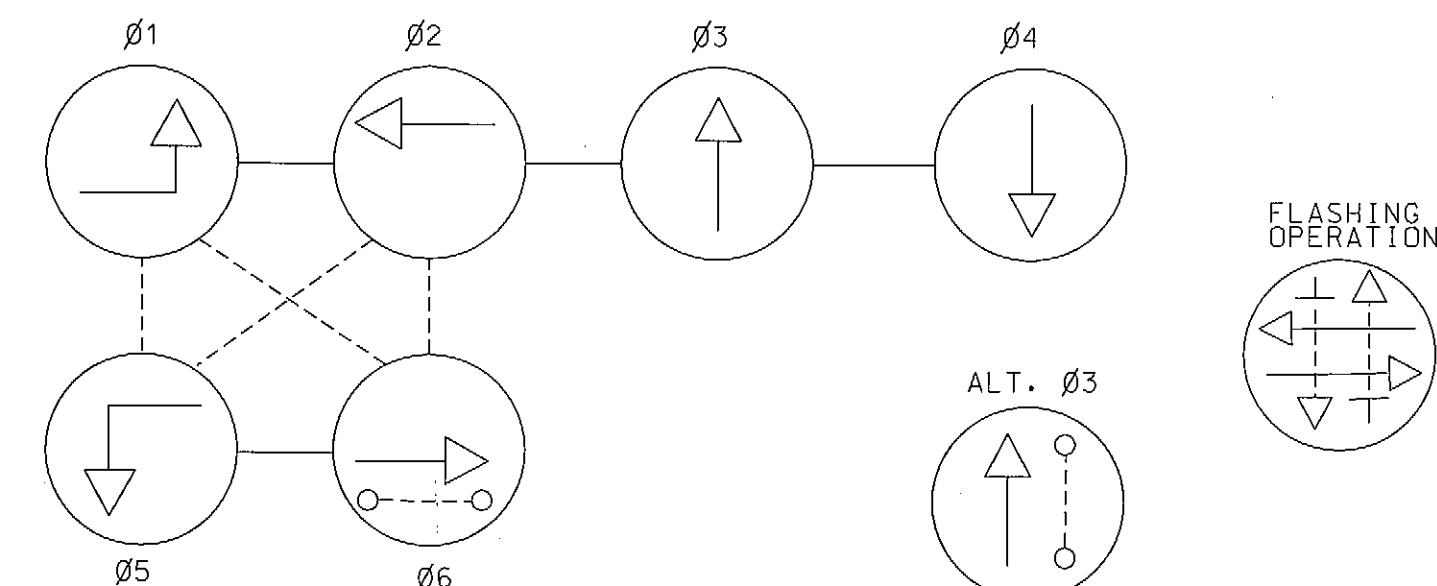


PROPOSED LED SIGNALS



■ - VIDEO DETECTION CAMERA (a-d)

NEMA PHASING



PHASING NOTES:

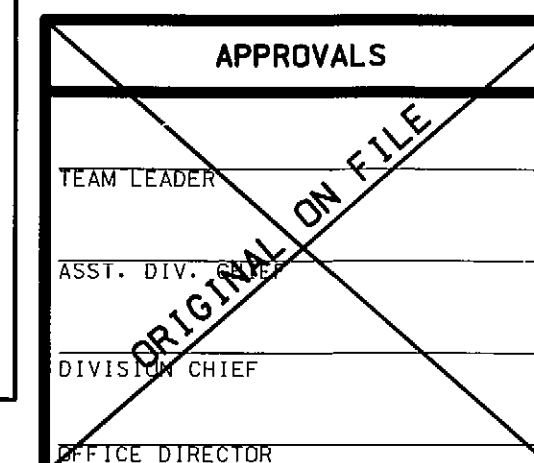
- 1.) PHASES ASSOCIATED BY A DASHED LINE WILL OPERATE CONCURRENTLY
2.) PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY

CONSTRUCTION DETAILS

- A. Remove existing signal head and install proposed LED signal head at same location as shown.
- B. Install 10' breakaway pedestal pole with countdown pedestrian signal heads and APS pushbutton with pedestrian education sign. (Note: 1-3" 90° polyvinyl chloride (Schedule 80) bend).
- C. Install 10' (18" breakaway coupling foundation STD No. 801.01-01) pedestal pole with countdown pedestrian signal heads and APS pushbutton with pedestrian education sign. (Note: 1-3" 90° polyvinyl chloride (Schedule 80) bend).
- D. Install video detection camera on existing mast arm.
- E. Use existing base-mounted cabinet and controller.
- F. Install 3" polyvinyl chloride electrical conduit (Schedule 80) (trenched).
- G. Pavement marking shall be done by the roadway contractor. (Crosswalk)
- H. Pavement marking shall be done by the roadway contractor. (Stopline)
- J. Install detectable warning surface (Std. No. MD 655.40) at existing ramp as shown.
- K. Use existing handhole or conduit.
- L. Remove existing pedestrian equipment from strain pole.
- M. Remove existing pedestal pole with all attached pedestrian equipment and backfill 12" below grade. (Note: Contractor shall abandon existing conduit runs.)
- N. Remove existing ground mounted sign and post.
- O. Remove existing overhead sign.
- P. Install micro loop probe with 500 foot lead-in cable 255' from stopline.
- Q. Install 1" Liquid Tight flexible conduit for detector wire sleeve.
- R. Install 4" polyvinyl chloride electrical conduit (Schedule 80) (slotted).

GENERAL NOTES:


1. All underground utilities shown on these plans are schematic only and may not be located. The Contractor shall be responsible for notifying "MISS UTILITY" prior to construction so that all utilities may be located in the field. If the contractor perceives that a conflict between the utilities and the traffic signal will occur, the contractor shall notify the project engineer immediately so that the conflict may be resolved.
2. All Traffic Signal Foundations shall be installed at the Final Sidewalk or Curb grade for closed sections. Highest Roadway Profile Grade for open sections, to meet clearances as specified in MD 816.03, MD 818.01, MD 818.02, and MD 818.04. The contractor shall verify ultimate grades prior to the installation of all signal equipment.
3. All pavement markings detailed are proposed and are to be installed in accordance with SHA standards. All crosswalks shall be centered on handicap ramps. Refer to Signing and Marking Plans for more details. All crosswalk cross hatching has been left off for clarity and will be done by the roadway contractor.
4. Pushbuttons are to be located so that they can be activated by a person in a wheelchair reaching less than 18" from a 60"x 60" level landing area with a cross slope of less than or equal to 2%.
5. The 10' separation between pushbuttons is to be measured from face of pushbutton to face of pushbutton, not center to center of pole.
6. Pushbutton arrows are to be parallel to the crossing for which they are intended.
7. Location of Accessible Pedestrian signal pushbuttons must meet location requirements of MUTCD Sec. 4E.09 and Fig. 4E.2 and the NCHRP publication, Accessible Pedestrian signals: Guide to Best Practice. If not met, the Contractor is to stop work on pushbutton locations until a design Waiver is obtained, approved by the Director, Office of Traffic and Safety.
8. The contractor shall remove all unused wiring.




REVIEWS	
D	2-19-81
LED SIGNAL HEADS, INSTALL APS AND CPS	
SHA NO. PG7095177	
JWA	<i>CS</i> <i>WLB</i> <i>CS</i>
C	RECONSTRUCT SIGNALS; NB + SB EXCLUSIVE/PERMISSIVE PHASING SHA NO. 07Z000
MP	
B	3/97
REPLACE LOOP DETECTION	
SHA NOS: AW90IA51	
FAP NOS: CMG-32A0005416	

PLOTTED: \$DATETIMES\$
FILE: \$FILE\$

M3-1
M1-5
M2-3
A



REVISION "b"



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STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

MD 212 (RIGGS ROAD) AND
MD 501 (CHILLUM ROAD)
CHILLUM, MARYLAND

05

TRAFFIC SIGNAL PLAN

SCALE 1" = 20' DATE 11-6-73 CONTRACT NO.

DESIGNED BY
DRAWN BY M. LINARDI
CHECKED BY
F.A.P. NO.

COUNTY PRINCE GEORGES
LOGMILE 16021200.17
TIMS NO. J224
TOD NO.

TS NO. 1063D

DRAWING NO. 1 OF 2

Sheet No. OF